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 SECURITY INFORMATION  
 CENTRAL INTELLIGENCE AGENCY

REPORT NO. **INFORMATION REPORT**

CD NO.

COUNTRY

East Germany

DATE DISTR.

August 1953

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SUBJECT

Railroad Construction Projects

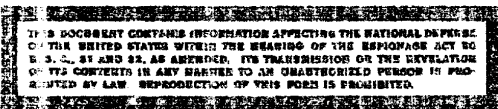
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PLACE

ACQUIRED

NO. OF ENCLS.  
(LISTED BELOW)DATE OF  
INFO.SUPPLEMENT TO  
REPORT NO.

THIS IS UNEVALUATED INFORMATION

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SOURCE

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1. In mid-April 1953, source observed that control platforms were being built near Schoenflies on the Karow-Birkenwerder railroad line.<sup>1</sup>
2. In late April, source learned that earth works on the Hennigsdorf-Brieselang railroad line would be completed in about two months. The surveying bureau was ordered to stake off the further course of the line involved.<sup>2</sup>
3. In late April, source observed that preparatory work for the improvement of the line between Wuhlheide and Karow on the Berlin Outer Freight Ring had been started. All grades in this line section must be below the ratio of 1:400 meters and no curves must have a smaller radius than 2,000 meters.<sup>3</sup>

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4.  Directorate General, Railroads, Berlin, on 8 April 1953, the regional railroad headquarters involved were ordered to see to it that the steel superstructures of the following bridges be dismantled by the dates mentioned:

Number of Superstructures	Location	Completion Date in 1953
1	Bornholmer Strasse	30 May
2	at kilometer marker 135.604 on the Horka-Falkenberg railroad line	20 "
2	at kilometer marker 14.356 on the Erfurt-Sangerhausen railroad line	30 April
1	at kilometer marker 28.62 on the Weissenfels-Zeitz railroad line	5 May
2	at kilometer marker 72.844 on the Naundorf-Ritschenhausen railroad line	15 "

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- 3 at kilometer marker 62.178 on the 15 May  
Gross Rothen-Grinra railroad line
- 1 at kilometer marker 145.503 on the 30 April  
Berlin-Galbe-Blankenheim railroad line. 4

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5. On 2 April, source observed that no preparations for the reconstruction of the railroad bridge over the Neisse River near Muskau had been made on the western bank of the river. The railroad embankment on the east side of the river was being reconditioned. Two construction sheds, 12 narrow-gauge field railroad cars, a conveyor belt and 3 workers were observed there. 5
6. In early April, source learned that work on the reconstruction of the railroad viaduct near Herrnhut on the Losbau-Zittau railroad line had been started. 6
7. In mid April, source learned from a trustworthy acquaintance that a shunting station was under construction at Koenigstein near Bad Schandau. 7
8. [redacted] a plan of the Kuesstrin railroad station, dated 12 March 1953, shows the trackage to be constructed at the station. 8
9. Source obtained the following information [redacted] dated 26 February 1953, and related to the improvement of the Belzig-Brandenburg railroad line. 25X1
- a. The project, which was originally scheduled to be executed in 1953/1954, will be executed in 1954/1955.
  - b. The rails of the line, which are of type 6 and 10, are too weak and besides are overage. Ninety percent of the ties are not adequate for the heavy traffic on the line.
  - c. It is intended to reinforce the permanent way of the line so that it will be capable of an axle pressure of 13 tons. Excessive grades and two narrow curves will be eliminated; the temporary bridge over the Pleue River is to be replaced by a permanent structure; and the inadequate safety and signal installations are scheduled to be modernized. 9
1. [redacted] Comment. Schoenflies is on the Nordring Berlin which was completed in late 1952. It was originally not scheduled to serve as a railroad check point.
2. [redacted] Comment. This information refers to the Nordwestring Berlin which is under construction. In 1953, the Nordwestring was to be built only as far as Brieselang. The permanent way of the line was to be completed by 25 August 1953. [redacted]. The construction of the Brieselang-Mustermark line section was postponed to 1954. [redacted] 25X1

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- 25X1A 3. [ ] Comment. In 1954, this eastern section of the Berlin Outer Freight Ring was scheduled to be double-tracked and the course of the line improved. [ ]
- 25X1 4. [ ] Comment. The bridge section mentioned will be used on the Nordwestring Berlin. Since steel is a critical item in East Germany, the East German railroad authorities dismantle all the bridges in the course of dismantled second tracks. The Gross Bothen-Grinna line is the only single-track line mentioned in the tabulation. This line was also dismantled.
- 25X1A 5. [ ] Comment. The beginning of construction work at the eastern end of the railroad bridge over the Neisse River near Muskau was reported previously. [ ]
- 25X1A 6. [ ] Comment. The reconstruction of the bridge was included in the 1953 railroad construction program.
- 25X1A 7. [ ] Comment. This information refers to the reconstruction in a permanent way of the two central arches of this railroad viaduct which was demolished at the end of the war.
- 25X1A 8. [ ] Comment. This information is received for the first time. Bad Schandau is the most important railroad border station on the German-Czechoslovakian frontier. The installation at present handles 500 to 600 freight cars daily in every direction. This volume of traffic is too heavy for the installations available there. It is therefore possible that Koenigstein railroad station, about 6 km west of Bad Schandau, is to be enlarged in order to ease the traffic strain on Bad Schandau railroad station.
- 25X1A 9. [ ] Comment. For original plan, see Annex. Kuestrin is an important border crossing point used for Soviet transit traffic. Information on the enlargement of this installation which appears to make slow progress was transmitted previously.
- 25X1A 10. [ ] Comment. The improvement of the Belzig-Brandenburg railroad line was included in the 1953 railroad construction program.

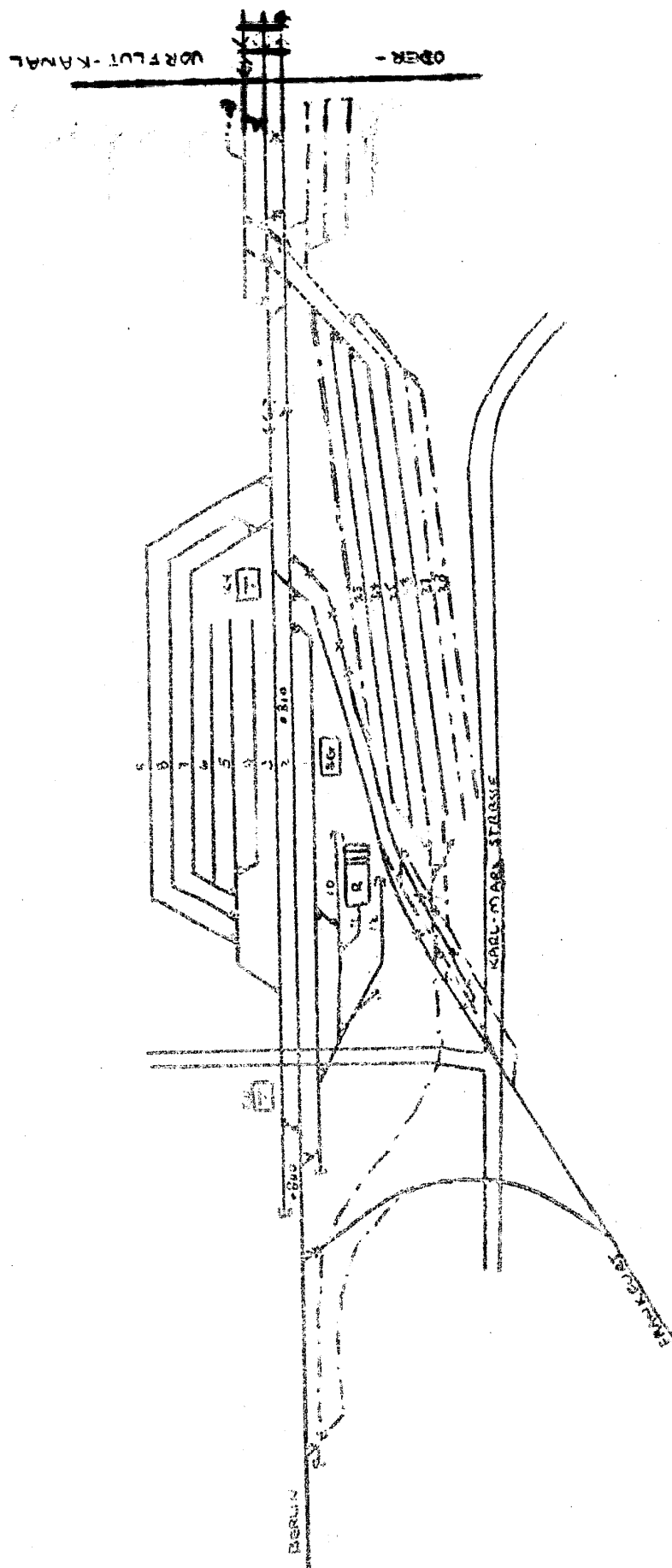
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SKETCH OF THE RAILROAD YARD AT AUSTRIAN



Current Status ---  
 Planned 1953 Status ....  
 Ultimate Planned Status ---

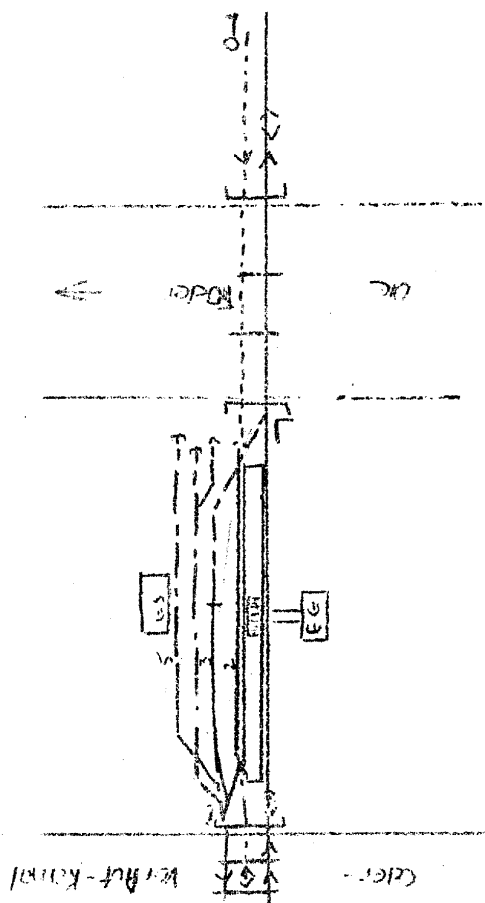
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SKETCH OF THE RAILROAD YARD AT KUSTIN

(extension from page 4)



Current Status  
Planned 1953 Status  
Ultimate Planned Status